

BookletChart™

Port Snettisham

NOAA Chart 17313

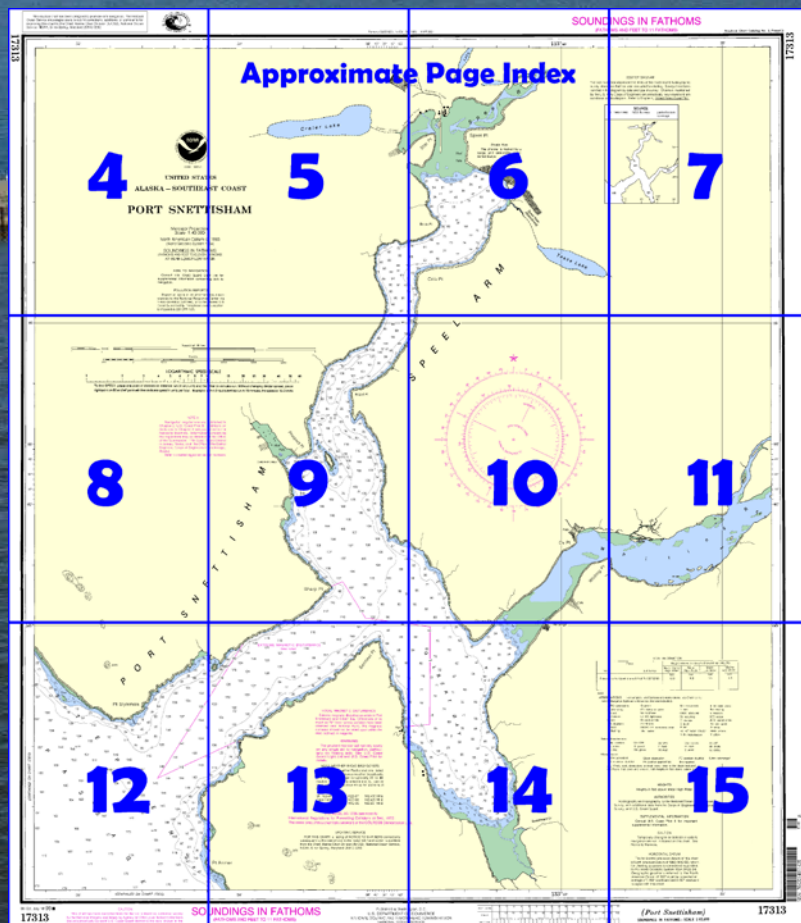


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17313>.



(Selected Excerpts from Coast Pilot)

Port Snettisham has its entrance on the E side of Stephens Passage, about 7 miles N of Midway Islands and 10 miles SE of Grand Island. It is about 1.7 miles wide at the entrance and has a NE direction for 4.3 miles, narrowing somewhat, and dividing into two arms. **Speel Arm**, the N arm, is 7.5 miles long to the flat at the mouth of **Speel River** at its head. A powerplant and a 2,000-foot airstrip are at the head of Speel Arm. **Gilbert Bay**, the south arm, is 3.5 miles long to the flat that extends 1 mile from its head, above which is a low valley 3 miles long to Holkham Bay.

Point Styleman is the NW point of the entrance, and **Point Anmer**, marked by yellow and white cliffs, is 1 mile S of the SE point of the entrance.

Local magnetic disturbance.—Extreme magnetic disturbance exists in Port Snettisham and Gilbert Bay. The magnetic compass should not be relied upon within the area outlined in magenta as shown on charts 17300 and 17313.

A private channel and basin are at the head of Speel Arm, but it was reported in 1976 that the channel and basin were no longer maintained. The basin was reported to freeze over in the winter.

The shores of Port Snettisham are steep and wooded. Because of the great depth, it is not suitable as an anchorage, though in case of necessity a vessel may anchor in about 20 fathoms at the head of either Speel Arm or Gilbert Bay, close to the flats. A poor but possible anchorage in 28 fathoms, sticky bottom, can be found in the small cove W of **Mist Island**, about 1.8 miles ENE of Point Styleman. It is exposed to S winds and eddies during strong tides. Anchorage can be had directly across from Mist Island, on the SE side of Port Snettisham in a small cove in 5 to 15 fathoms, hard bottom.

The port is entirely free from dangers, but there are large flats at the head of all the arms. Moderately heavy tide rips are sometimes found at the entrance to Port Snettisham.

A barge dock and a small-craft float are in the basin at the head of Speel Arm. Gasoline is available in an emergency only. A machine shop is available for emergency use. A supply barge visits twice a year. Telephone and radiotelephone service is available only in an emergency. Seaplanes visit Port Snettisham on a weekly schedule.

Whiting River empties into the middle arm at the NE part of Gilbert Bay.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

17313



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES ALASKA - SOUTHEAST COAST

PORT SNETTISHAM

Mercator Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important supplemental information.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.182" southward and 6.187" westward to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Entrance to Port Snettisham	(57°58'N/133°53'W)	15.8	14.9	1.5

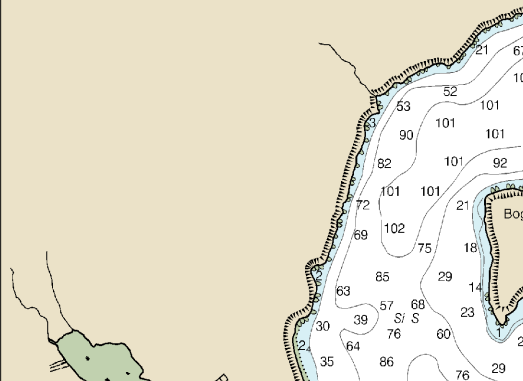
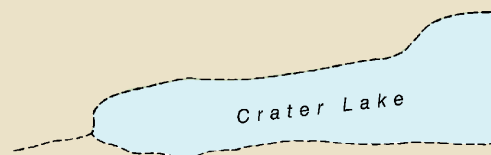
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (May 2009)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulations.

Joins page 8



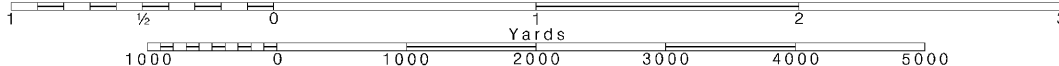
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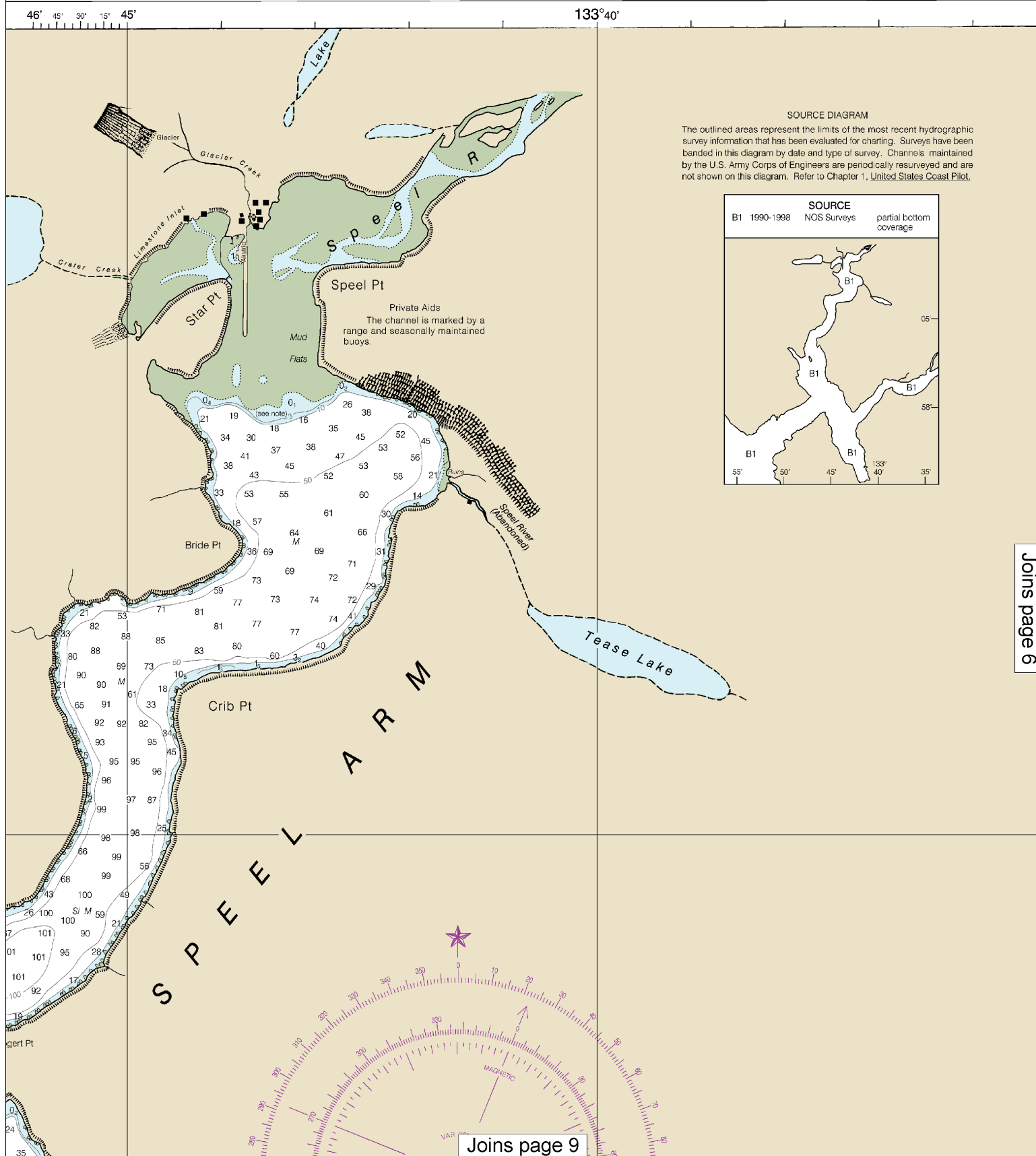
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

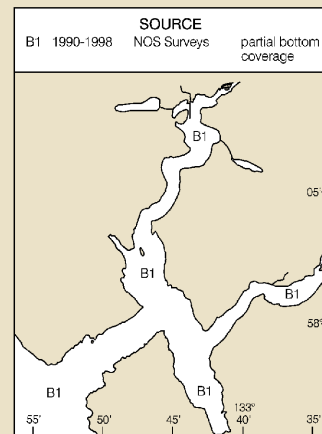
See Note on page 5.





SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Formerly C&GS 8227, 1st Ed., Oct. 1893 KAPP 2627



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

PORT SNETTISHAM

Mercator Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Joins page 5

HEIGHTS

in feet above Mean High Water.

AUTHORITIES

Topography and topography by the National
Office, Coast Survey, with additional
information from the Corps of Engineers, Geological
and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important
supplemental information.

CAUTION

Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous sub-
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1-800-424-8802 (toll free), or to the nearest U.S.
Coast Guard facility if telephone communication
is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart
is North American Datum of 1983 (NAD 83), which
for charting purposes is considered equivalent
to the World Geodetic System 1984 (WGS 84).
Geographic positions referred to the North
American Datum of 1927 must be corrected an
average of 1.182" southward and 6.187" westward
to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Entrance to Port Snettisham	(57°58'N/133°53'W)	15.8	14.9	1.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels,
tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(May 2009)

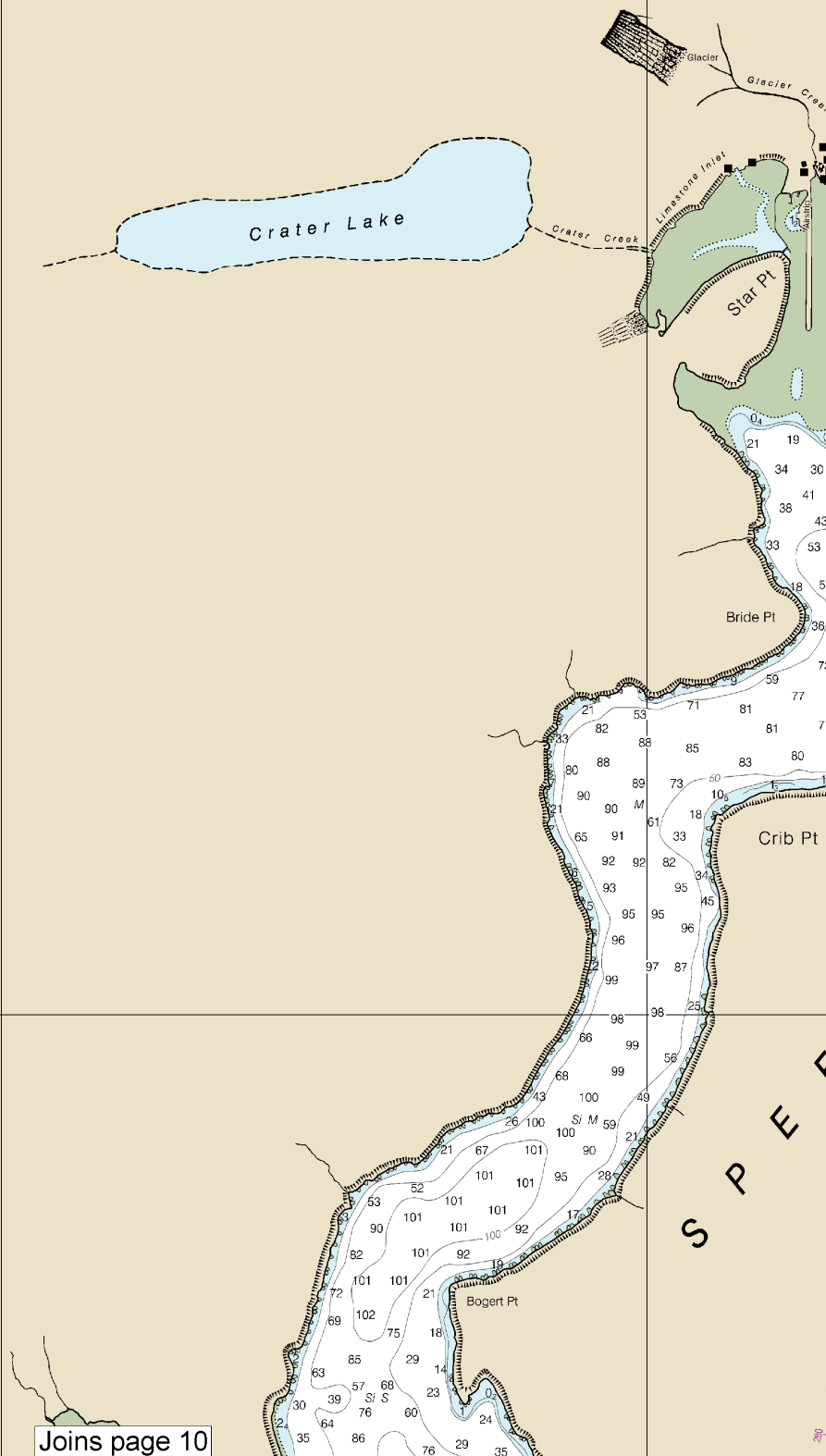
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Navigation regulations are published in
Chapter 2, U.S. Coast Pilot 8. Additions or
revisions to Chapter 2 are published in the
Notice to Mariners. Information concerning
the regulations may be obtained at the Office
of the Commander, 17th Coast Guard District
in Juneau, Alaska, or at the Office of the District
Engineer, Corps of Engineers in Anchorage,
Alaska.

Refer to charted regulation section numbers.

50'

46' 45' 30' 15' 45'



Joins page 10

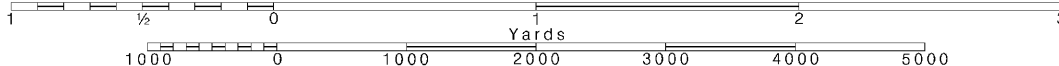
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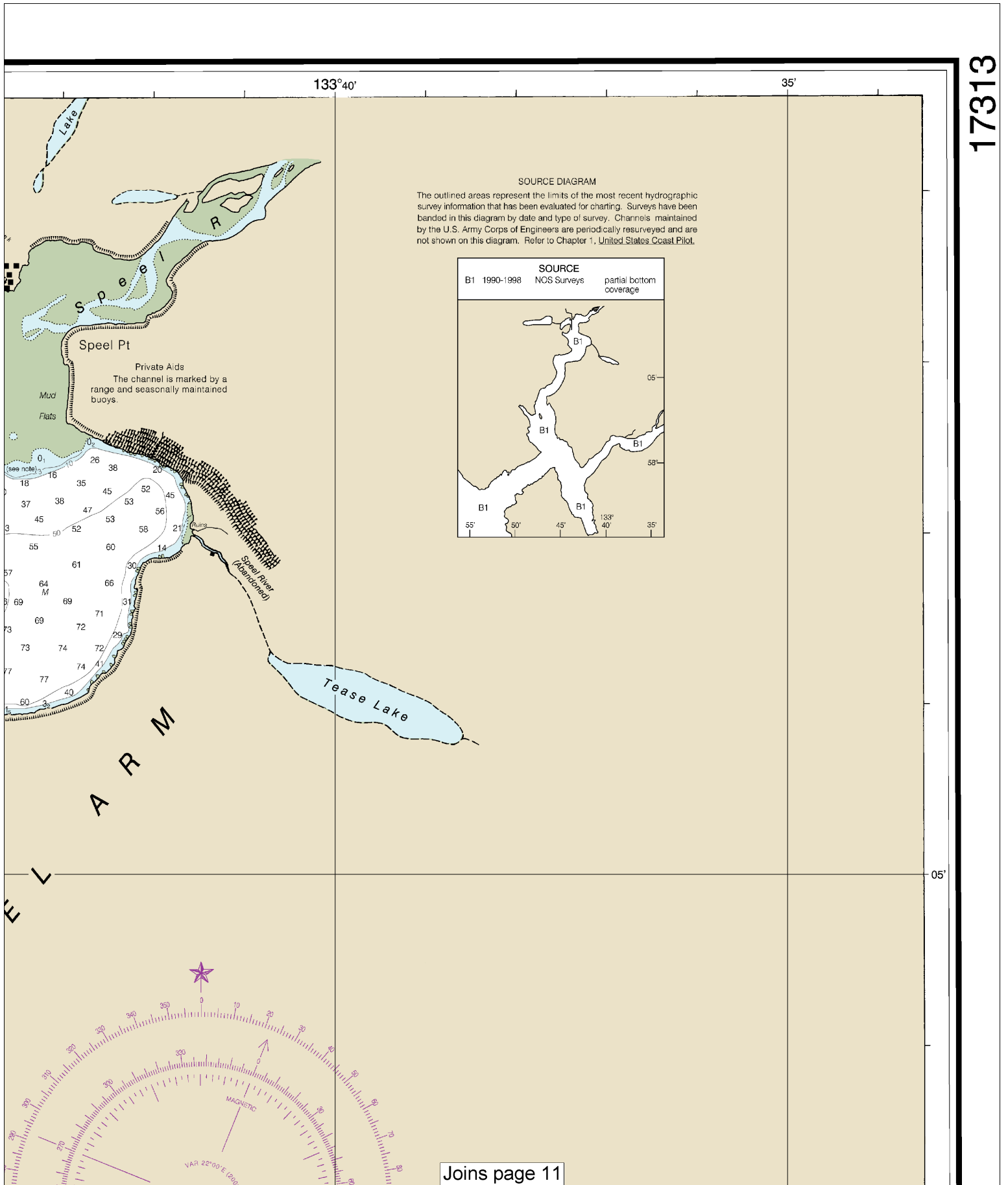
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Joins page 4

Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.182" southward and 6.187" westward to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Entrance to Port Snettisham	(57°58'N/133°53'W)	feet 15.8	feet 14.9	feet 1.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (May 2009)

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Refer to charted regulation section numbers.

CAUTION

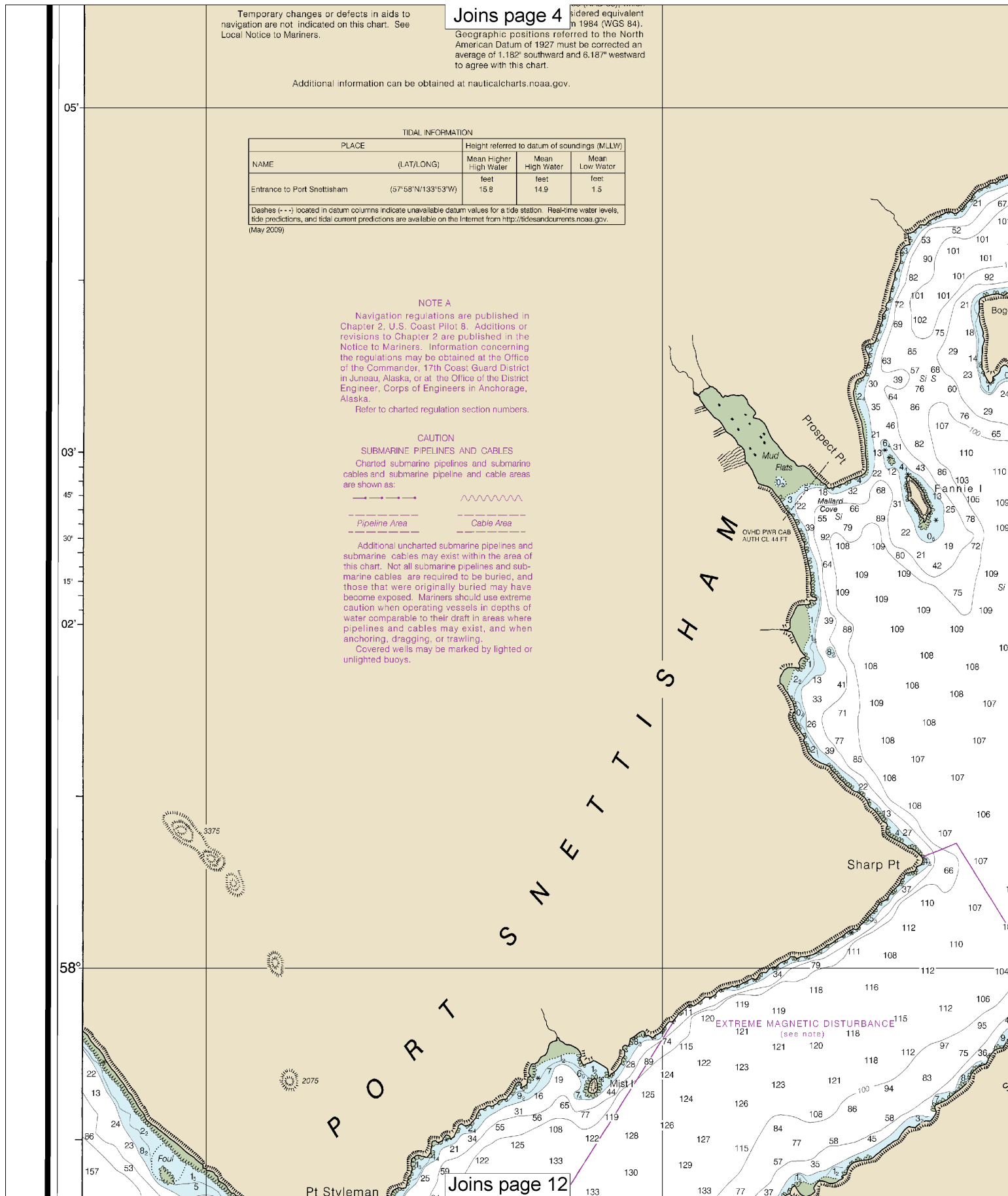
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

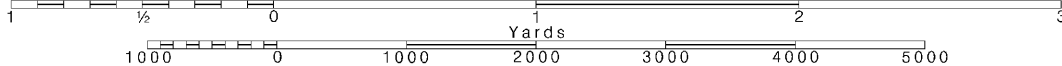


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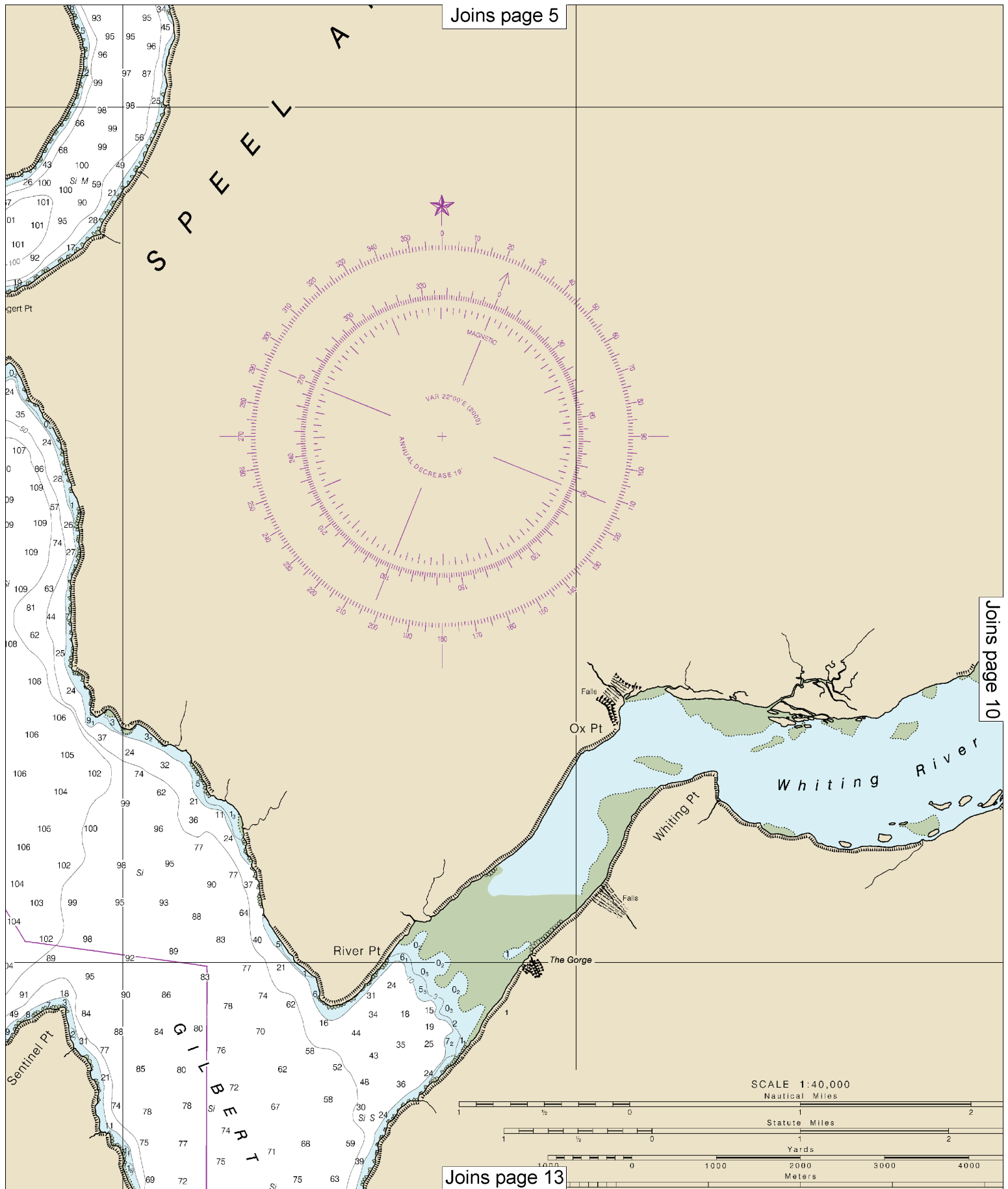
SCALE 1:40,000
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



Joins page 5



Joins page 10

Joins page 13

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

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Additional information can be obtained at nauticalcharts.noaa.gov.

Joins page 6

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
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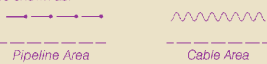
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Refer to charted regulation section numbers.

CAUTION

SUBMARINE PIPELINES AND CABLES

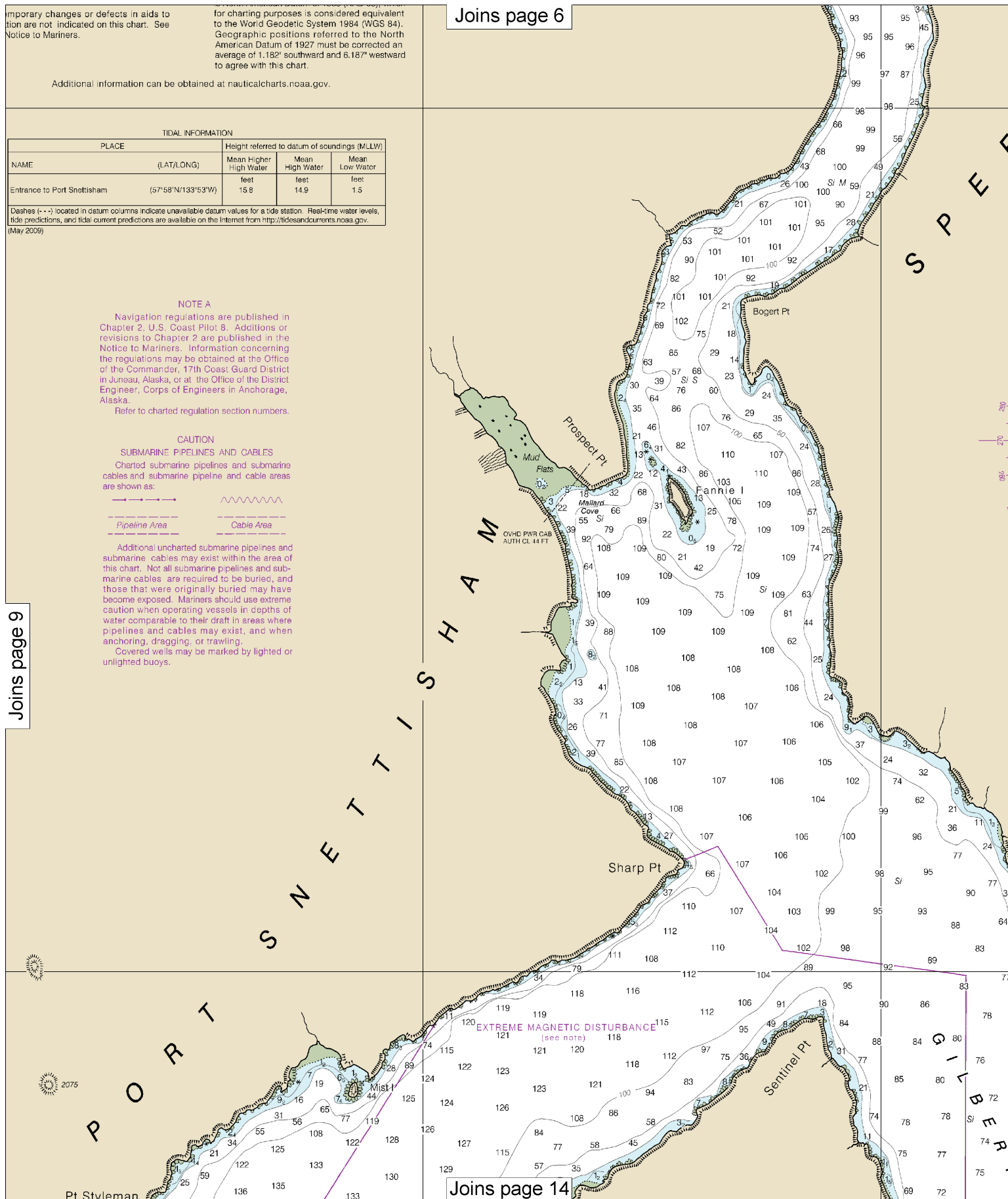
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Covered wells may be marked by lighted or unlighted buoys.

Joins page 9



Joins page 14

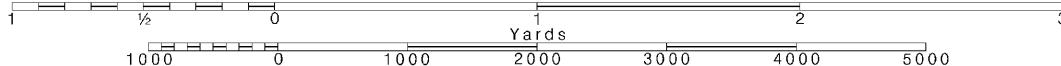
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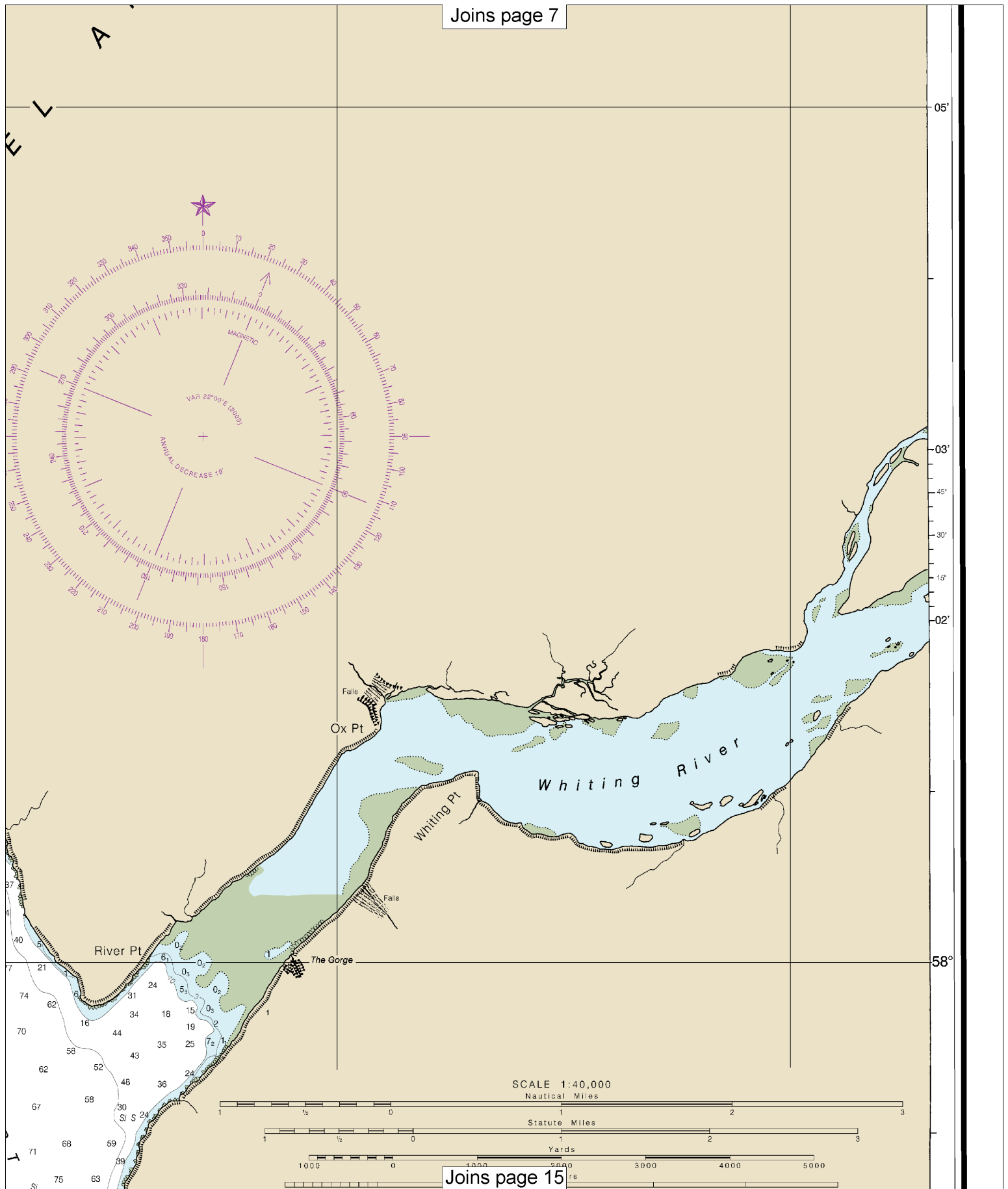
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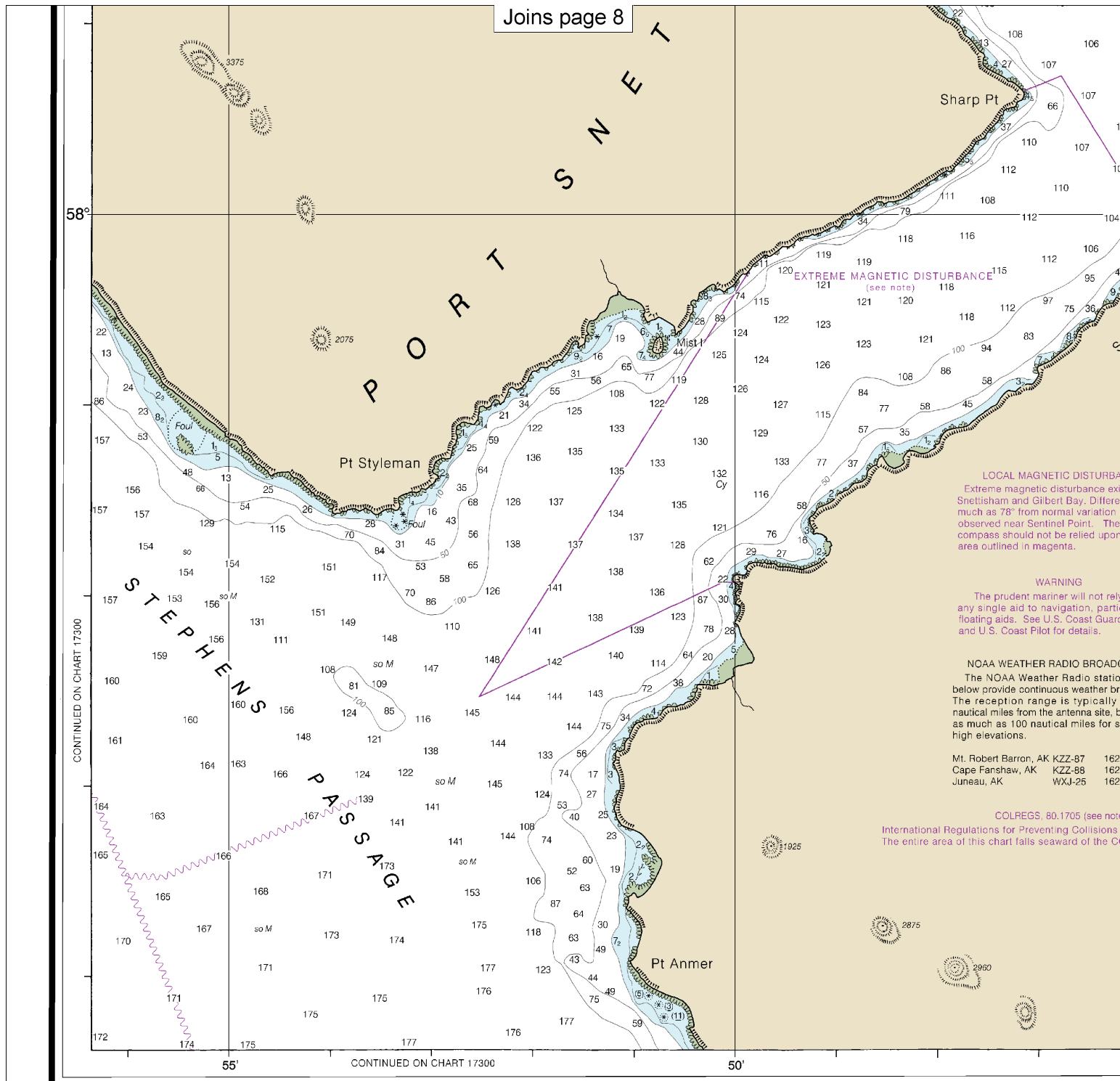
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







9th Ed., May 2009

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

17313

Last Correction: 6/22/2009. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

NAT

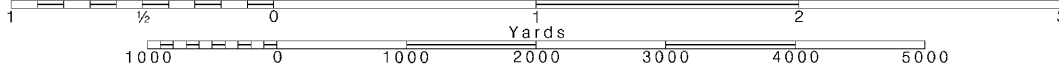
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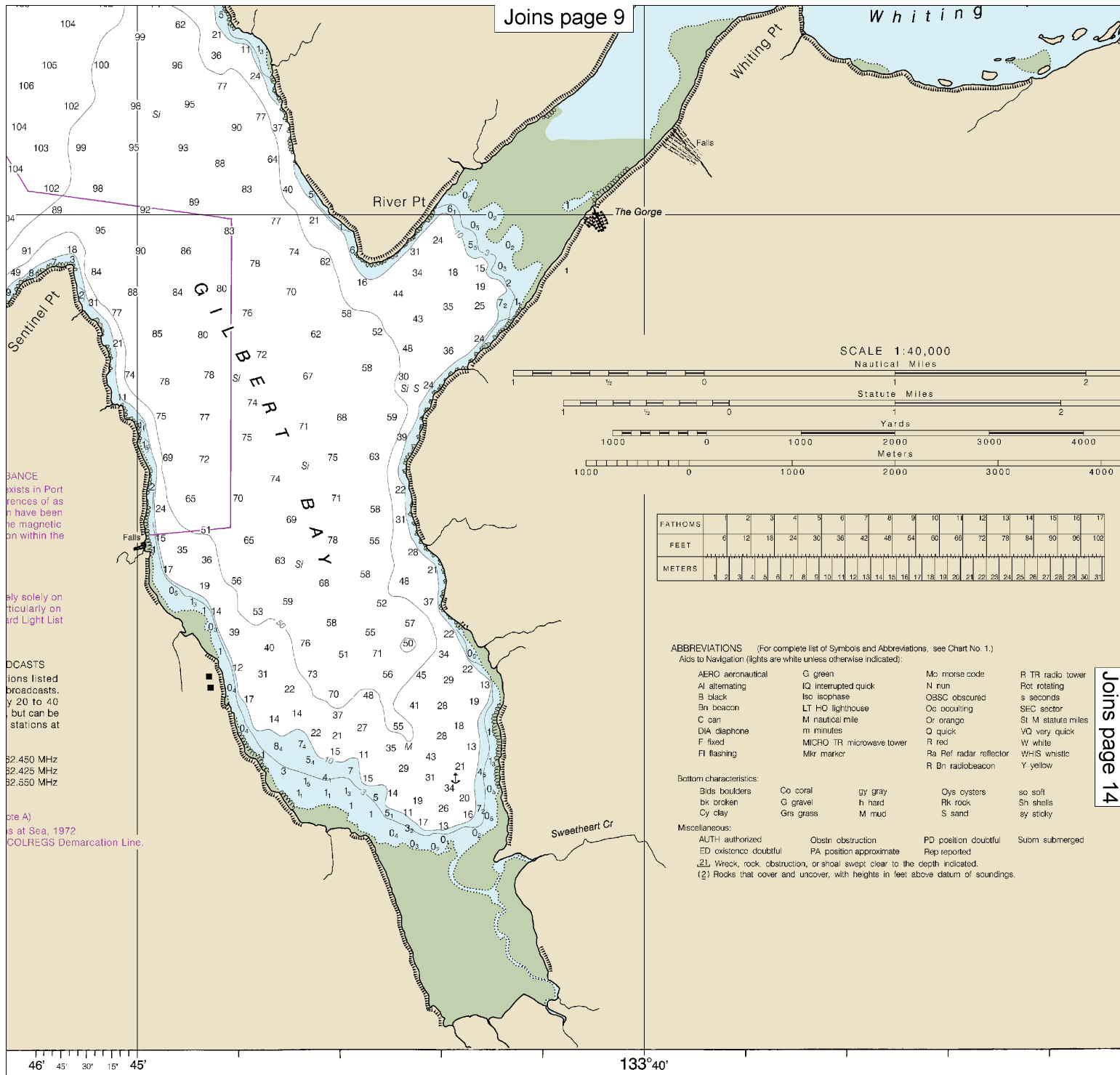
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

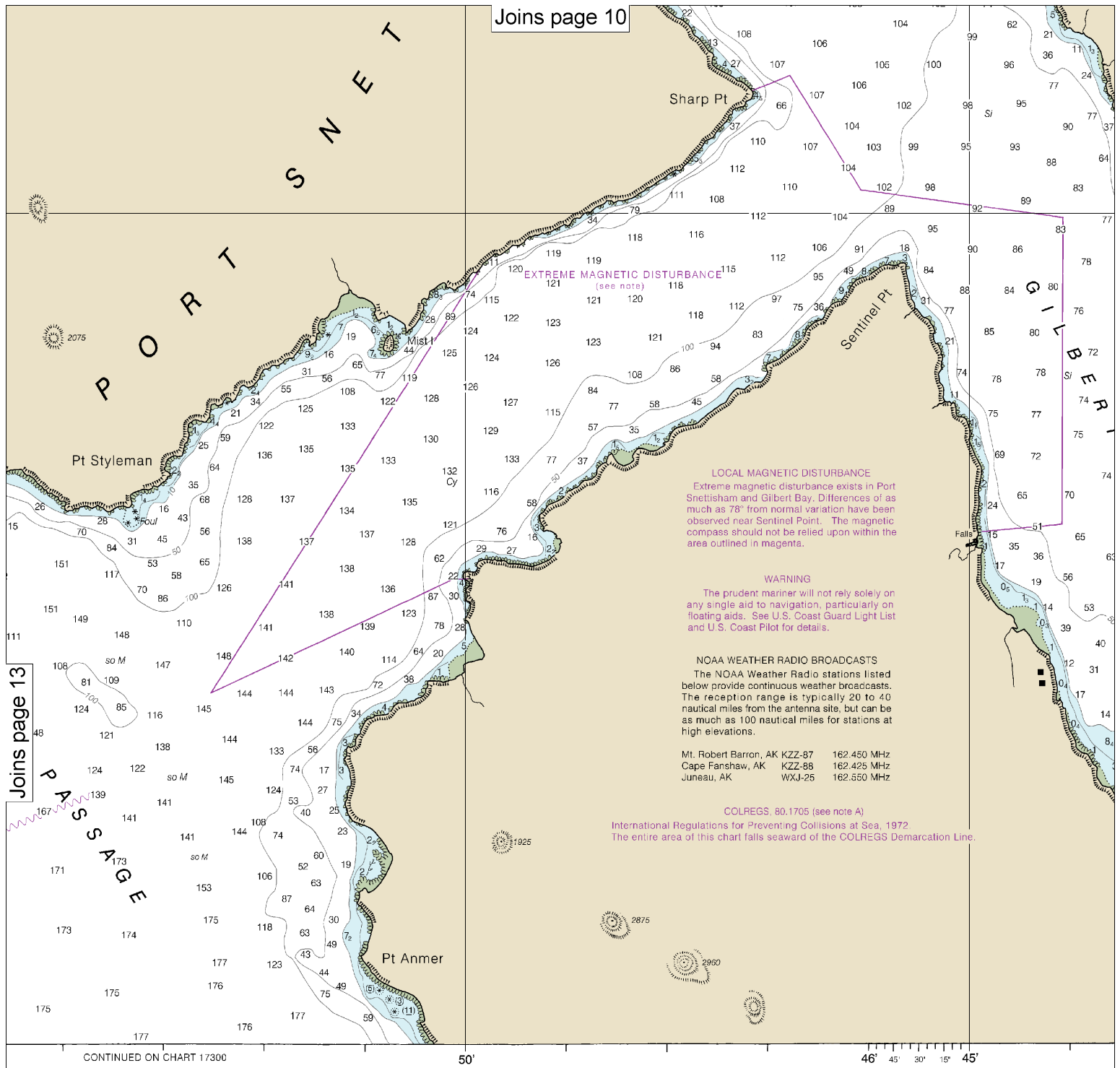
SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 14



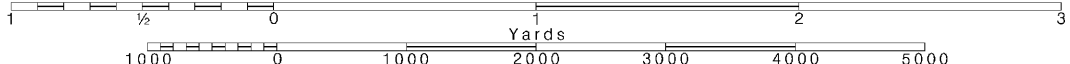
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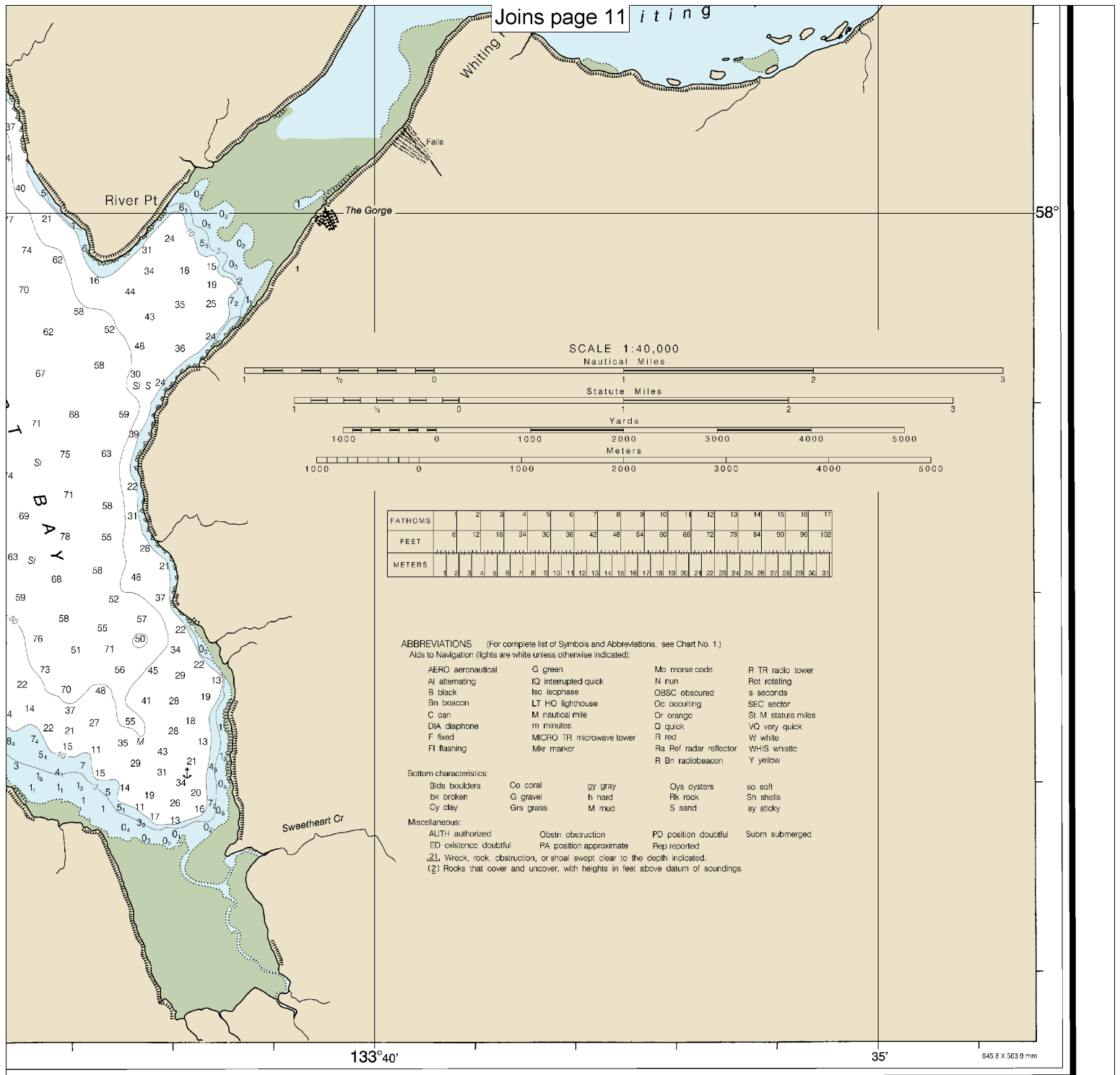
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Port Snettisham

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17313



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.